## SUSPECT HOLLOWAY

Supposed to Be the Man Who Caused the Fontanet Wreck.

Arrested at Rockville Where He Arrived Early the Next Day After the Fatal Affair.

SOME DAMAGING EVIDENCE

May Be Riots at Brazil When Freights Move Monday.

Report of Threatened Incendiarism Denounced-Major Thayer Guarding Things at Whiting.

Special to the Indianapolis Journal.

TERRE HAUTE, Ind., July 14.-Brakeman Wheatry and Wagner conductor Mc-Kisser testified before the coroner to-day that immediately after the wreck of the Big Four night express at Fontanet yesterday morning they saw a man at the end of the train who was greatly excited and who asked them if a freight train had | the B. of L. E., the B. of L. F., the O. been ditched. The theory is that the miners threw the switch to wreck a freight train. Both witnesses were instructed to see McKillup, one of the two men arrested by the United States marshal, and who is at Indianapolis, and report if they could identify him as the one who accosted them at the time of the accident. McKillup was arrested after the accident and is charged with obstructing commerce by helping to capture the five freight trains at Fontanet. Two miners for whom subpoenas were issued have left their homes.

Ed Holloway, a railroader, who was at Fontanet Thursday night and mingled with the strikers and miners before the passenger train was ditched, was arrested on suspicion of being the person who threw the switch. The prisoner's home is at Indianapolis. He was employed by the Big Four company to take a striker's place and went to Fontanet the following day to go to work as a brakeman. Instead of fulfilling his contract with the company he joined the strikers. He had a hand in stopping a freight train at Fontanet and repeatedly warned by Deputy Sheriff Crosson to keep off the cars, He persisted in boarding trains and pulling coupling pins until the deputy sheriff threatened to shoot him. Holloway was not seen at Fontanet after the wreck. He turned up at Rockville early yesterday morning, and while a citizen of that place was reading an account of the wreck in the morning papers he contradicted the report and gave a detailed account of the occurrence. Suspicion was aroused that he was the gullty party, and he was lodged in jail. The authorities here were notified and Sheriff Stout sent deputy Crosson to Rockville. The deputy sheriff had no trouble in recognizing Holloway as the person he had ordered off the cars at Fontanet. He brought the prisoner here and he will be kept until a thorough investigation can be made. Holloway, while on the road to Rockville, told several persons about the wreck before he could have had an opportunity of learning it by reading the morning papers. He told Isaac Davis about 5 o'clock yesterday morning about the same hour he reached Jessup and gave an account of the wreck to several residents there, among them being William Gray. The prisoner denies that he made any statements about the wreck early yesterday morning. He attempts to account for his abrupt departure from Fontanet by the statement that the strikers drove him out of the town. He has a mark on the left side of his forehead, which he says was caused by a rock thrown by a striker. He has told several conflicting stories about the time he left Fontanet. Holloway is about thirty years old and unmarried. He formerly worked at the electric light works

There has been no change in the local strike situation, except that the Vandalia yard work was resumed with only four or five of the old men. The time for all to return was up last evening at 7 o'clock, but to-day a number of them called at general headquarters to appeal for their old places. The officials announced that all who did not report were to be considered as discharged. New men are to take their places.

## TROUBLE EXPECTED. Brazil Strikers on the Point of an Uprising.

Special to the Indianapolis Journal. BRAZIL, Ind., July 14.-Much apprehension is felt here for the result of an attempt to move freight. It is believed by many that this will precipitate trouble, as the strikers and their sympathizers are greatly opposed to a complete resumption of work, all the trains being manned with nonunion men. The report that a crowd of miners contemplate burning this city unless a prisoner held by the United States marshals was released has created no end of feeling among the miners of this city. They emphatically say that they contemplated no lawlessness, and the report is unfounded. They further aver that they do not intend to resort to lawlessness and crime to aid the railroad men in the strike. Sheriff Ringo has not done his duty. It is stated that a crowd of women congregated near the roundhouse the other night, determined on wreaking vengeance on engineer Gillmore when he arrived from the north with the passenger train, but he reached home all right. Rumors of all kinds are rife, but at present things are

The citizens are angry on account of a report sent from this city last night that threatened to destroy it by fire. Probably since the beginning of the strike there has been no more excitement here than there was yesterday and last night. Thursday evening the United States deputies arrested a man named Fay for using vile language around the roundhouse and intruding on the C. & E. I. company's property. Chief of Police Levi Louderback advised the officers to let him go, as he resided in this city, had a family and could be secured at any time, thus preventing probable trouble. The Mayor was not present as reported, and declares he had nothing to do with the releasing of the prisoner. Mr. Fowler, general trainmaster of the C. & E. L. in this city, soon after declared that there was nothing sent from their quarters that would create such a report, and was astonished at the circulation of such a falsehood. The citizens met in knots in the streets to-day and bitterly condemned the report. In concert with a committee of the A. R. U. and a committee of the miners, quite a number of prominent and leading citizens signed the following statement, which was sent to Governor Matthews: "We, the undersigned citizens and mem-bers of the A. R. U. of Brazil, denounce the articles this day published in the Indianapolis Sentinel, in which it is represented that lawlessness exists at Brazil, as absolutely false and without foundation. are no violations of the occurring at Brazil. It is true that the sheriff of this county has appointed, among others, some of the members of the A. R. U. as his deputies, but the men so appointed are law-abiding

men and good citizens, and as anxious to see the law observed as any of our citi-The idea of Brazil being in the hands of a mob of railroad men or miners, or a mob of any other kind, and the town in danger of being burned, is ridiculous, and such reports could only have been put in circulation by an idiot. Many of the railroad men and coal miners are property holders in this city, and reside here, and are interested in the peace and good name The passenger train moved north on the C. & E. I. this morning on time, and but few persons besides officers were at the

C. & E. I. this morning on time, and but few persons besides officers were at the bounded by Broadway, Leavenworth, Jones inally issued by the railroad company and and Glover streets were wiped out of ex-

here this evening, and freight trains will be moved Monday. It is then that trouble is feared.

FEW SIGNS OF DISORDER. The Militia at Hammond Has Things Under Control.

HAMMOND, Ind., July 14.-A telephone

Special to the Indianapolis Journal.

message was received here to-night at 10 o'clock from Whiting stating that a mob was threatening to burn the pumping station of the Hammond water works, on the shore of Lake Michigan, General Robbins immediately wired Maj. E. P. Thayer to send a guard to that point, and at 11 o'clock another message was received at headquarters that everything was quiet. A labor meeting was held in Germania Hall to-night under the auspices of the local orders of the Federated Labor Union and the Butchers' Protective Union. The meeting was largely attended, and was addressed by W. I. Howard, Ed Condon, Alexander Shields and William Overton. The local branch of the American Railway Union to-day issued a circular addressed to all ranway men, and especially to members of the various brothernoods of ranway men, setting forth the oner made by President Debs to the General Managers' Association, published in to-day's papers relating to calling off the present strike. The appeal ends by saying: "The brotherhoods are already beginning to be stigmatized as scab organizations. Can you afford to carry this stigma through life? Altogether you do not number but a very little over one hundred thousand men. This is a very small percentage of the vast body of railway men in this country, but nevertheless your weight thrown on the side of the right at the critical moment will materially shorten a struggle that is sapping the vitals of our country and place a deserved victory in the hands of men who have your interests at heart. This appeal going direct to of R. C., the B. of R. T. and the O. of R. T. from the A. R. U. bears with it our fraternal greetings and an expression of our willingness to consign all past differences to oblivion, hoping that the banner of success shall in the near future wave over our ranks standing united in one great brotherhood."

There was nothing new in the strike situation at this point to-day. All roads are running their passenger trains on schedule time, and many of them are running the usual amount of freight trains. Camp Gunder was quiet all day, nothing but the regular routine work being done.

Reminiscences of Pullman.

Special to the Indianapolis Journal. KOKOMO, Ind., July 14.-W. H. Hig gins, superintendent of the Kokomo Gas and Coke Company, was a schoolmate of George M. Pullman, when they were boys together, at Albion, N. Y. He says the Pullmans were poor people, George's father being a house mover. George assisted his father at the work, his part being to drive the horse around the capstan and guide the ropes. This they followed until 1869, when the Pullmans moved to Chicago, where house moving and raising was more general and more profitable. Pullman raised and moved the first brick building raised in Chicago, something never before attempard in the United States. At this work they accumulated a reasonable competence. Then it was that George Pullman conceived the idea that people could travel more comfortably at night by having a place to sleep. He bought a discarded passenger coach, removed the seats, putting sleeping berths in their places. It took a long time to convince the public of the merits of the sleeping car, but the idea finally prevailed and capital became interested. The rest is recent history. Pullman's wealth is esti-

Big Four Strikers Out of Work.

Special to the Indianapolis Journal. WABASH, Ind., July 14.-Forty employes of the Big Four railway here who went out on the strike week before last were given their time to-day, and most of them will leave Monday for other points seeking positions. Some of the firemen have tried to secure positions with the Wabash, which has also discharged a large number of the strikers, but as soon as the Wabash offlcials learned that the applicants had been in the Big Four service and gone out, their requests were emphatically denied. Tied-Up at Clay City.

Special to the Indianapolis Journal. CLAY CITY, Ind., July 14.-The train

that carries mail over the Brazil branch has been tled up here for two weeks. The crew will not interfere with its running if the company can get other men to run it. Trains came up from the south last night and the night before and took out a few carloads of stock. A train of coal flats passed south this morning for the mines below. The Briar hill coal switch will be filled with flats.

Goodies for the Militia.

Special to the Indianapolis Journal. KOKOMO, Ind., July 14.-The women of this city, last night, shipped nine hundred pounds of provisions to the Kokomo militia company at Hammond. The G. A. R., the S. of V., the Woman's Aid Society and the Knights of Pythias have appointed committees to give the company a royal

Surrendered Their Charter. AURORA, Ill., July 14.-Members of the American Railway Union, recently organized here, have surrendered their charter, claiming that they were induced to organize through misrepresentations. They also adopted resolutions denouncing the American Railway Union.

DUE TO THE PROJECTILE.

Why Carnegie's Armor Plates Were Pierced-New Hardening Process.

PITTSBURG, Pa., July 14.-The apparent ease with which the heavy armor plates were punctured in the tests at Indian Head during the last few days has been a disappointment to Pittsburgers, who are proud of the big mill at Homestead, but the probut the fault lay in the Harvey process of hardening. He contends that plates, to successfully withstand his projectile, must he has worked out a plan, and the Carnegie company is now making some plates on the lines he has mapped out. They will be ready by the middle of August, when they will be tested. The president frankly admits that if the test is a success he must improve his projectiles and burst even the new plate, if he can. Instead of hardening the plates with carbon, as is done under the Harvey process, and putting in nickel to toughen the material, Mr. Wheeler is having a plate made on the principles used in producing the projectile. He puts chrome and chromium in the projectiles, and this material he will substitute in the plate for nickel, and no carbon hardenings will be used. The chrome is a very hard material and is found extensively in this country and in Europe, particularly in Germany. There are large deposits of it around Bal-timore. Mr. Wheeler thinks the fault of carbon in hardening plates, especially the thick ones of seventeen and eighteen inches, is that you can't tell how far it penetrates. You may think the hardness goes into the plate for some little distance, when it really may be close to the surface. Such a plate, when treated, might break off chisels and meet all the other requirements, yet a lively projectile would soon reveal its weakness.

SEVERE SENTENCE.

Private Soldier Who Disobeyed an Order Sent to Prison.

OMAHA, Neb., July 14.-The findings of the court-martial that tried private Cedarquist, of the Second United States Infantry, for disobeying orders to perform target practice on Sunday, were made public to-day. Cedarquist was found guilty and sentenced to six months' imprison-ment at hard labor and to forfelt \$10 a month of his pay for the same period. The court held that it was a private's duty to obey orders under all circumstances. The findings were affirmed by General Brooks, but owing to the peculiar nature of the crime the sentence was reduced to two months' imprisonment under a guard at Fort Omaha.

Two Children Burned to Death. SAN FRANCISCO, July 14.—Twenty small | recover from the Evansville & Terre Haute dwellings were destroyed and two human Railroad Company \$14,250 interest on the lives lost in a fire on North Beach to-day. \$2,000,000 worth of bonds for the year 1893

istence. These houses were the homes of many poor families, some of whom lost everything. The total property loss is estimated at \$50,000. After the fire the two little sons of Mr. E. Leidecker, one aged two and the other four years, were missing. Their bodies were found burned to a crisp in the ruins.

ville, O., Citizens.

crisp in the ruins. SENSATIONAL INDICTMENTS.

Serious Charges Against Several Greentitled to a Bonus of About Four

Special to the Indianapolis Journal. GREENVILLE, O., July 14.-The special grand jury in session since Wednesday reported to-night, and on account of the importance of several cases the matter was kept quiet until a late hour. Twentyfive indictments were found, and the sen-sational return being one against John Deavor, one of Darke county's foremost

CONN WILL NOT RUN

Republicans, for embezzlement, and Simon Bachman, a Jew, one of the wealthiest

citizens of the city, for perjury. Ex-City Clerk Elliott was indicted for embezzle-

ment, and five others for penitentiary of-

DECLINES DEMOCRATIC RENOMINA-TION IN THE THIRTEENTH.

Unable to Indorse Cleveland or His Party and Will Make the Race

Only as an Independent.

Special to the Indianapolis Journal. WASHINGTON, July 14.-Representative Conn, who was nominated recently without opposition, has withdrawn from the race for Congress. He has written a letter to the chairman of each county committee in his district giving his reasons for refusing the renomination, which has been tendered him. Mr. Conn's letter is a masterpiece of ingenious statement of facts. His letter of withdrawal has been written with a careful regard for the political success of the unhappy creature who may be designated by the district committee to take up the standard which Mr. Conn has thrown

The truth is that Mr. Conn radically differs with Mr. Cleveland on every question of public policy which has developed during both the extra session and the present session of Congress, and he refuses to enter on a campaign for re-election which necessitates a campaign of condonement and apology for the wretched mistakes which Mr. Conn believes Mr. Cleveland has made. Mr. Conn is convinced that the labor vote of Elkhart and of South Bend will be solidly arrayed against any candidate for Congress who attempts to indorse President Cleveland's course in ordering federal troops to the scene of the recent labor struggles, and he himself disagrees with the President in his

In his leter of withdrawal, Mr. Conn defines his position. He is unalterably opposed, he says, to the further extension of corporate power, either by tariff legislation or by the ordinary process of direct laws. He opposes the use of federal troops to subdue labor strikes until every means of a peaceful settlement has been exhausted, and even then only after the local authorities have demanded federal interfenence. Differing, therefore, as he does, with President Cleveland, in his policy of interfering in labor troubles and with his position on finance and unwilling to indorse the tariff bill which his party has passed, Mr. Conn states that he will not make the campaign on the party platform. During the day he received a telegram from Messrs. French, Johnson and Conrad, of the district committee, asking him to reconsider. Mr. Conn is to-night too ill to send a final reply, but it is understood he will consent to run for Congress in his district if he is released from all allegiance to the Democratic party platform and is allowed to run as an entirely independent candidate.

Brookshire Men Will Win.

Special to the Indianapolis Journal. CRAWFORDSVILLE, Ind., July 14.-The Democrats of Union township selected delegates to State, congressional and joint representative conventions this afternoon, and the result was announced at 6 o'clock. There was a bitter fight against Congressman Brookshire, but his friends carried the day; yet his name was not mentioned in the convention. The anti-Brookshire faction met the Brookshire men yesterday and a compromise list of delegates was selected to be voted for. This afternoon the Brookshire men flooded the convention with a ticket of their own. Brookshire delegates got 125 votes and the antis cast only 75. This caused much excitement, and the anti-Brookshire men made things hot. They ousted the anti chairman and secretary and scattered the "Big Four." Some think Brookshire did not use his influence in removing Republicans.

Instructed for Winfield.

Special to the Indianapolis Journal. LOGANSPORT, Ind., July 14.-The Democratic mass convention to select congressional delegates, held in this city to-day, was a turbulent affair. The motion to instruct for Judge Winfield raised opposition which was noisy and emphatic. The delegates were selected by the townships and wards, and they stand twenty for Winfield and seven against. The motion to instruct was claimed to be out of order under the circumstances, but was carried by a vote of eighty-three to seventy-one.

Y. P. S. C. E.

Topics Discussed at the National Convention-The Junior Society.

CLEVELAND, July 14.—The oppressive

heat of yesterday was followed by a rejectile used was also a product of home freshing lake breeze to-day, which had industry, and both could not prevail. Pres- the effect of increasing the enthusiasm, ident C. Y. Wheeler, of the Sterling Steel | if such were possible, of the great multi-Company, manufacturers of the new pro- tude attending the morning session of the jectile, says the armor plates were all right, | Christian Endeavor convention. The big tent meeting, which was presided over by Rev. B. B. Taylor, D. D., of New York, was opened with the usual praise and praybe made by the same process. He thinks er service. An open discussion came next upon "What Are the Benefits of Interna-tional Fellowship?" conducted by Dr. Jas. Lewis Howe, of Louisville, Ky. After many brief reports from the denominational rallies and prayers for brothers and sisters in other lands, Rev. Wayland Hoyt, of Minneapolis, spoke on the topic of "Interdenominational Fellowship. One of the most interesting services was the junior rally, which occurred this afternoon in Saengerfest Hall. An immense audience was present. After a song service. Master Ernest Fisher, aged fourteen, of Washington, delivered a temperance address that was varmly applauded. He was followed by Rev. Arthur W. Spooner, of Camden, N. J., whose subject was "The Boy at the Throttle." Miss Pauline Root, M. D., of Madura, India, spoke upon the subject "Other Boys and Girls," and Rev. H. W. Pope, of New Haven, Conn., delivered an address on "Show Your Colors." An interesting service was that entitled "World Wide Juniors in Story arranged Scudder, City, and which consisted of brief talks by juniors from all parts of the world. Mrs. S. M. Perkins, of this city, conducted this service, being assisted by Miss Nellie Stockwell, of Cleveland. Just before the close of the rally Miss Frances Willard was introduced and made a short address. Miss Anna Gordon, of New York, secre-tary of the Young Women's Christian Temperance Union, and Mrs. I. M. Alden, "Pansy," also spoke briefly. There were no services this evening, the delegates gathering at their various State and territoral headquarters to attend the receptions that were tendered them by the

> Italian Rioter Shot by Police. HOBOKEN, N. J., July 14.-The striking Italians on the new boulevard between North Bergen and West New York, had a row with the police this afternoon. They threw stones at the police and the latter were compelled to fire on them with their

revolvers. Policeman Anderson fatally shot

one of the Italians. When the Italians saw

the police were in earnest they quieted

people of Cleveland.

Suit Against the E. & T. H. NEW YORK, July 14.-Suit was brought in the United States Circuit Court, to-day, by Harvey Fisk & Sons, of New York, to

World's Record Beaten by the New Cruiser Minneapolis,

And Cramp & Son, Her Builders, En-Hundred Thousand Dollars.

AVERAGE SPEED OF 23 KNOTS

Maintained During Her Official Trial Trip Yesterday.

Several Remarkable Spurts in the Run Over the Course of Eighty-Eight Nautical Miles Off Boston Harbor.

BOSTON, July 14.-The new cruiser Min-

neapolis anchored off Boston light about 4:30 o'clock this afternoon, the proud holder of the world's record for speed of a war ship. Two hours later the people who had enjoyed the distinction of being present on the fastest war ship in the world during her official trial landed in Boston. The requirements of the contract were that the Minneapolis should make twentyone nautical miles per hour, and for each quarter of a knot above that figure the firm of Cramp & Son, builders, were to receive the sum of \$50,000; hence, when the five members of the Cramp family who were present on the trip saw the big anchor drop out of sight n the water at the close of the trial they had the satisfaction of knowing that they were \$400,000 richer than when a few hours before they embarked upon the exemplification of the naval architect's art. The day and elements were all favorable to the queen of the seas, and not a single accident or mishap of any kind happened to mar the trial trip.

At 8 o'clock the new cruiser started for Cape Ann, where she was to begin her journey of nearly eighty-eight nautical miles for fame and money, and the long whistle, denoting that she was ready to go over the course, was blown soon after the twin lights on Thatcher's island came into view, and the flag of the Secretary of the Navy which had, up to this time, flaunted defiance to the breeze from the foretopmast, was hauled down, and, in turn, every piece of bunting, ropes, flagstaffs and everything which, in any way, could catch a

The boat passed Boston light at 8:31 and | pinses." soon after the forced draught was put on and the ship speeded to the starting point as though imbued with a knowledge that she was expected to do something never before accomplished, and when she did cross the line she had not, in the estimation of the senior member of the firm of Cramp & Sons, attained her full speed. It was decided, however, to let her continue her course, and if she beat the best time on record, let the matter drop there, but if she had not succeeded in keeping pretty close to the record made by her sister ship, which held the speed record for a war ship, another trial would undoubtedly have been As she crossed the line of the first mark

the engines were credited with making 124

revolutions a minute and the boilers with 150 pounds of steam. Despite the speed at which she was going, it was remarked how little vibration was noticeable. Still the great ship sped on and on, and when she reached the buoy off the armored cruiser New York the time noted was 9:50:30, and the time taken to run the two and nearly one-half miles was six minutes and twenty-two seconds, or at the rate of 22.22 nautical miles. The freight steamer Fern was the next stake boat, and the distance between the New York and the Fern was 6.66 miles, and it was 10:9:08 when Lieutenant Drake, on the after transit station, announced that she had crossed the line, making the distance in eighteen minutes and thirty-eight seconds, or at rate of 21.43 miles. Between and the United States tug Fortune was the same distance as between the New York and the Fern, and this log was made in the remarkably fast time of 16 minutes 51 seconds, or at the rate of 23.71 nautical miles. This was said to be owing to the water being much deeper than on the previous log. Here the engines were reported to be making 134 revolutions per minute. From the Fortune to the cruiser Atlanta was 64-10 miles, and the run was made in 17:23, or at the rate of 22.06 miles. At an equi-distant point from the Atlanta was the United States tug Leiden, and this run was made in 15:52, or at the rate of 21.20 miles per hour. Between the Leiden and the dynamite gun vessel Vesuvius was a space of 7.74 miles, and this space was covered in 21 minutes 54 seconds, or at the rate of 21.20 nautical miles per hour. The last leg of the run, over the first half of the trial trip of forty-four miles, run from Cape Ann to Cape Porpoise and return, was the next to be run and the distance between the Vesuvius and the dispatch boat Dolphin, 774-100 nautical miles, was made in 18:18, or at the rate of 25.42 miles, being the fastest time made on the outward trip and causing the members of the board of officers assigned to attend the trial to open their eyes and the newspaper men on board to feel as though they were going through the air. This speed was perfectly satisfactory to all on board and the Minneapolis, in the last few miles, had demonstrated that she was not only capable of holding her own with her sister ship, but was able to meet her and show her the lines of her stern at any time. One half of the trip was a thing of the past and the time concumed in the forty-four knots was fifty-five minutes and eighteen seconds, with an average speed of 22.90 miles, as against 22.92 for the first half of the trial trip of the Columbia, whose efforts she was trying to beat. The run back was started at 11:58, the time used in making the turn being eighteen minutes and thirty-four seconds. No stop was made to cool bearings or for any purpose, as nothing was necessary to be done, so perfect was the working of the machanery on the boat, and she immediately headed for the mark off the Dolphin on the return trip. The same vessels were passed as on the outward

making the total average speed per hour 23.05 and proclaiming to the world the fact that the new United States cruiser Minneapolis was the fastest armored vessel During the whole trip not a bearing be-came heated, not one of the boilers foamed to any noticeable extent, and every portion of the machinery fulfilled the calculations of the engineers. Not a thing on the craft could have been changed to better the results, and a happier lot of men never alighted from a vessel than those who stepped from the beautiful craft shortly before sundown. The scene as the Min-neapolis scudded along past the vessels at anchor behind the buoys was one long to be remembered, and especially as she passed the New York, whose men were all drawn up on the decks, and who upon the return gave to Secretary Herbert his official salute and the Minneapolis the usual three whistles, answered by the dipping of colors, for as yet the Minneapolis is not one of the fleet of Uncle Sam's navy, and it was not the correct thing to presume to answer by whistles the salute of one of the regular navy. The lapsed time from the start to the finish was three hours and forty-nine minutes.

Among the notables on board were Sec-Among the notables on board were Secretary of the Navy Herbert, Messrs. Charles H. Henry. Edwin S. and Walter S. Cramp, the former, though president of the company, making his first trip on a trial of one of his cruisers; Commodore Selfridge, Rear Admiral Belknap (retired), Ex-Secretary Tracy, Gen. J. R. Hawley, Hon. Amos Cummings, Hon. William Coggswell, Representatives Money, of Missisppi, and Hulick, of Ohio; General Flagler, chief of ordinance; Commander J. H. Sands, Engineer in Chief Melville, the Sands, Engineer in Chief Melville, the

trip. The same buoys were in position and

the only difference on the return from the

outward trip was that the average speed

of the Minneapolis was a trifle faster, her

average speed on the return trip being

23.20 miles, against 22.92 on the first half,

Stolen Safe Recovered. \* HELENA, Mont., July 14.- The safe containing \$12,000, stolen from the Great Northern Express Company yesterday, was found to-day, "cached" in the bed of a mountain creek, about five miles from Wikes. The robbers had buried it and made their escape on horseback. They have not yet been apprehended. Sheriff Neill, of Jefferson

father of the three-screw battle ships; Chief Engineer McComb (retired), and many local naval and military officers.

county, and posse, after hunting all night on the trail of the robbers, found the safe, which was delivered intact to the express

SHOT BY DEPUTIES.

Three Texas Bandits Reported Killed and Another Captured.

DALLAS, Tex., July 14.-Advices from the posse of deputy United States marshals. who have been in pursuit of the Longview bank robbers, in the Trinity river country, near Clarksville, state that the posse came upon four of the band to-day and in a fight, following an attempt to arrest the bandits, three robbers were killed and the fourth captured. The bodies of the dead will be taken to Paris, Tex., by the posse. The bandits, it is reported, were en route to Detroit, Tex., to rob a bank there.

Emulate Your Dog.

Demorest's Magazine. A source of great evil among all workers in America, where few people know the real meaning of leisure, is the wide-spread habit of eating a hearty meal hurriedly when the body is in a state of exhaustion; too often, alas, the evil is enhanced by the fact that the food is innutritious, badly cooked and clogging in itself. This is one species of slow suicide, causing a long train of evils which are usually attributed to overwork. Now it were better to go without food than to eat it under these conditions. Your dog knows better than to eat when he is tired, and if you watch him you will notice that he is always reluctant to be enticed into play after eating; left to himself, he will take a nap, or at least drop care for a while and rest. Humanity might raise its standard of health by following the example set by the instincts of the brute crea-

An Experiment with Electricity.

New York Evening Post. A scientist has been experimenting with specimens of various trees for the purpose of discovering which offer the greatest resistance to lightning. Pieces of both live and dead woods were exposed to the action of the Holtz electrical machine. After a revolution or two the electric spark passed through a piece of oak, and through pop-lar and willow after five. Beechwood, the chestnut, linden and birch, known as the fatty trees, had more resistance than 'starchy trees' like the poplar, maple, elm and ash. Observations as to the trees most frequently struck by lightning agree with the results of these experiments. Nearness to water increases the danger, as well as the isolation of trees. No species is exempt from the possibility of being struck provided the electric tension is sufficiently high.

An Ideal Employer.

Patrick-If all men wor loike moy imlover there wudna be so much trouble netwane labor an' capytal. Wife-Didn't yez stroike: "No. We got all ready and sint in our

ommands, phwin th' boss, loike the gintlemon that he is, called us into his office and showed us his books." "An' phwat good wor thot?" "Sure, we found he wor losing wan housand dollars a month."

"You did?" "We did. An' roight thin an' there we unanymously resolved that we'd kape roight along wur-rkin' at the ould wages till the business comminced to pay ex-

Stray Thoughts.

Donahoe's Magazine. Castles in the air are seldom furnished. You are undoubtedly a superior man, but lo you practice it? Wisdom, my dear youth, is that intelligence which you possessed before you began to learn. If good advice were legal tender it would not be given so freely.

Be not afraid to be a leader, but care not whether there are others in the army. If a bull may be permitted: There are many beautiful things in life that we never see until they are out of sight. If some people were wiser other people wouldn't make so good a living. Some philanthropists take more pride in lifting a man from the gutter than in

helping him across it.

She Caught Her Mama. Pittsburg Chronicle-Telegraph. "Mamma," said six-year-old Frances, 'have you ever seen a dragon fly?" "Oh, yes, Frances," replied mamma. "I have seen many a dragon fly. "Why, mamma," persisted the questioner. "you told me the other day there were no

such things as dragons." Equal to the Emergency. 'Your hand, your hand," the hero cried.

As the waves were closing o'er her head: The drowning maiden cped her eyes; "This is so sudden, sir," she said. PERSONALLY CONDUCTED TOURS.

Over Picturesque Chesapeake & Ohio These popular tours will leave Cincinnati July 23, Aug. 6 and Sept. 10, visiting Hot Springs, Va., Natural Bridge, Luray Caverns, Richmond, Va., and Old Point Comfort. Each party will be limited to twentyfive people, and will be accompanied en route by an experienced Passenger Agent. who will look to the comfort of everybody, making all arrangements in advance, etc. This is the most delightful way to travel. Price of ticket, \$35, covering all expenses on the going trip, such as notel bilis, admission to Bridge and Caverns, transfers, carriage ride at Richmond and rallroad fare

Send for descriptive pamphlet, giving itin-erary details. C. B. RYAN, erary details. Ass't Gen'l Pass'r Agt. C. & O. Ry., Cincinnati, O. Excursion to the Sea Shore.

Only \$15.80 round trip to Old Point Comfort from Indianapolis via Big Four and Chesapeake & Ohio railways. Tickets will be sold for regular train leaving Indianapolis at 3 p. m., July 24, good fifteen days returning. Stop-over privileges returning at Hot Springs, Va., and other noted mountain resorts. For further information call at Big Four office, No. 1 East Washington street.

A Solemn Duty. Keep your family cool and comfortable during the heated term. Metzger & co.'s delicious summer drinks will assist you effectively. Try their strawberry and lemon soda, ginger ale, biren beer, cream soua, orange cider, etc. Only 50 cents for two dozen bottles. Telephone, 407.



CKINS ON FIRE with torturing, disfiguring eczemas and every species of itching, burning, and scaly skin and scalp diseases relieved by a single application and speedily cured by CUTICURA when all else fails. To those who have suffered long and hopelessly, and who have lost faith in doctors, medicines, and all things human, CUTICURA REME-DIES appeal with a force never before realized in the history of medicine. Every hope, every expectation awakened by them, has been more than fulfilled. Their success has excited the wonder and approval of physicians familiar with the marvellous cures daily effected by them. People in every walk of life believe in them, use them, and recommend them. They are, in truth, the greatest skin cures, blood purifiers, and humor remedies of modern times.

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Swept by Ocean Breezes For illustrated book, descriptive of Long Island and pamphlet, giving names, location, etc. of hotels and boarding houses, inclose fivecent postage to H. M. SMITH, Traffic Manager, L. I. R. R., Long Island City, N. Y.

AMUSEMENTS.

FAIRVIEW PARK Now Open for the Season

The park has been considerably improved and meals are now served to order at the pavilion. Carriage parties may enter the park at the east gate from Illinois street, hitching posts having been provided just inside the gate.

BASEBALL

TO-MORROW TUESDAY SIOUX CITY VS. INDIANAPOLIS

RAILWAY TIME-TABLES. Trains Run by Central Time. TICKER OFFICES at Station and at corner Illinois and Washington Streets ARRIVE FROM INDIANAPOLIS TO Columbus, Ind., and Louisville "3.35 am "11.00 pm Philadelphia and New York .... \*4.50 am \*10.15 pm Baltimore and Washington ... 4.50 am Dayton and springfield ..... \*4.50 am 110-15 pm Martinsville and Vincennes ... \*8.05 am Richmond and Columbus, O... 18.00 am 13.20 pm Madison and Louisville .... 8.05 am Logansport and Chicago ..... 11.15 am ... 11 45 am Dayton and Columbus ... Baltimore and Washington ... \*3.00 pm Columbus, Ind., and Louisville \*3.25 pm Knightstown and Richmona . 14.00 pm Columbus, Ind., and Madison, 14.00 pm Martinsville and Vincennes ... 14.30 pm +10.40 am \*5.10 pm \*11.40 am Pittsburg and East ... ... 5.10 pm \*11.40 am Dayton and Xenia Logansport and Chicago. \*Daily. Hany except Sanday. From Indianapolis-St. Louis Accommodation ..... St. Louis Fast Line ..... \*11:50 am

Evansville Express...... "11:20 pm points. Evansville sleeper on night train. Sleeping and parior cars are run on through trains. Dining cars on Trains 20 and 21. ton street, corner Meridian

Best Line to Cincinnati For any information call at City Ticket Office, No. 2 West Washing-Trains arrive and depart from Union Stati n, as follows: \*3.40 am \*11:45 am 17:30 pm Cin., Toledo and Detroit .... 110:50 am Cin., Dayton and Lima .. •12:30 am Cin., Toledo and Detroit ... \*Daily. † Daily, except Sunday.

. TRAVELERS AND TOURISTS EVERYWHERE Should carry AME ICAN EXPRESS CO.

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